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# The Society for the Preservation and Study of American Wooden Planes

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I have one conviction that I would like to share with you. This will certainly not be the last time I do it either. I have long believed in the concept that the only stupid question is the one that goes unasked. Asking a question is admission of ignorance which is just a lack of knowledge. Rather than showing stupidity I feel it shows a keen mind. It is an indication that the questioner understands his position and seeks to improve it.

I am proud to say that I am extremely ignorant. What I don't know, can and does fill volumes. I am more proud to tell you that I endeavor to reduce my ignorance everyday. I hope that the first day that I learn nothing new is the day they throw a shovel full of dirt on the box I am in.

This organization is based on the concept that we want to reduce our ignorance. In fact, it was in that endeavor that the club took shape. For those of you who don't know the story, here it is.

About five years ago I was at a meeting of the local club to which I first belonged, LIATCA, on Long Island. While there, I was approached by a new face. I greeted him and welcomed him to the meeting. As we talked, he relayed the reason he was there. It seems that his father, who had recently passed away, was a collector of sorts. As such, his son was faced with liquidating the remaining "collection" and had no clue as to how this should be accomplished. His opinion was that it was mostly junk and needed to be hauled away. However, his second thought was to ask someone who knew. That's how he came to be with us. I took a friend, Jim Bigham, with me on the basis that we formed a more knowledgeable front together.

When we arrived at the house, we discovered that the "collection" filled two large sheds and a two car garage. We also discovered that the son's first thought was essentially correct...most of the items there could be sorted with a shovel and an industrial magnet. We did go through with some care and discovered about three milk crates of worthwhile items. Among this salvage were several wooden planes, one in particular that stuck out when we were doing a closer inspection back at the house. A bit too low and a bit too long, it sported enthusiastic chamfers. This turned out to be an S: Felch sash plane. It also turned out to be

the turning point in my collecting career. Unable to find anything in either the American or English reference books, I turned to fellow club members and friends. This eventually led me to Mike Humphrey, who sent me copies of what he had concerning this name. That and other information sent by Rich DeAvilla and Tom Elliott appears elsewhere in this issue.

Following this, my conversion to wood, I sent out feelers on this and an M. Carr plane that I acquired later. I got a rapid response from Bruce Bradley who had just acquired a set of tongue and groove planes by Carr shortly before I advertised. You will have to ask him if he is proud of the fact that he answered that ad. It landed him in the enviable position of helping me start this origination, along with Dick Dickerson.

Now for an admission. Those of you who are EAIA members may have seen my article in Shavings about the Stanley 1220 Hand drill. Yes, I do own some Stanley. In my defense, I must remind you that this appears to be a rare item. I have since received a response to my story. A fellow member of EAIA whose love of tools included a lifetime of being a tool salesman left him in the position of knowing quite a bit about the subject. He has sent me some information which I expect to follow up on to see if I can get any answers on that piece.

In the last issue Bruce asked about the first screw armed plow plane made in America. That is covered in this issue to some extent. We also asked about cleaning planes. Check out THAT can of worms! Some of you know that I am always asking questions of everyone! That's how some of you became members. Others heard from me because I saw a question in need of an answer on Ebay.

Tom Elliott ALWAYS hears "What about this guy?" That's not just from me, but it's me often enough! And that all started because he asked Martyl Pollak about the 4th Edition. See what can happen?

And we have two separate columns devoted to questions in this newsletter. Since we are directed towards research that makes sense, don't you think? Now it's your turn.

Any questions?

Mark R. Thompson



# Antique Tools

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The Society for the Preservation and  
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# THE FAMILY **BALDWIN** JOURNAL

The quarterly newsletter of  
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With permission reference can and will be made to:

AWPIII-A Guide to American Wooden Planes and Their Makers, third edition, by Emil and Martyl Pollak, Astragal Press, 1994.

CAWP-The Catalog of American Wooden Planes, by Michael R. Humphrey, Bacon Street Press, 1991-2000.

BP-British Planemakers from 1700, third edition, by W. L. Goodman, revised by Jane and Mark Rees, Roy Arnbold and Astragal Press, 1993.

## The Black Sheep by Larry Russo

Every organization needs a Black Sheep, and I'm it for this group. But don't get me wrong, I don't dislike wooden planes, I just don't collect them. I don't collect Stanley planes either, so I guess that pretty much makes me a Black Sheep no matter which antique tool club I go to. So what do I collect?? Well I collect eggbeater drills, hand crank drill presses and unusual tools. So why did I join?? Mark Thompson (you may have heard that name mentioned) asked me to help him out with the web page, but the rest is a blur, somehow I ended up as a member. I vaguely remember a blow to the head . . . . the pendulum like movement of a pocket watch and being told, "that wooden planes collectors will be happy to unload their eggbeater drills real cheap". Anyway that's how I got here; how I got into collecting eggbeater drills is a bit more interesting.

As a child, I was very close to my grandfather. He was the one always fixing or building something, and I enjoyed watching/helping him. My grandfather's signature tool was his old Yankee 1530 drill; it was immaculate but never pristine. The gears and ratchet mechanism fascinated me and I savored every opportunity to borrow this tool to help with one of my grandfather's projects.

But this was a tool that seldom left my grandfather's sight. He realized this wasn't a good tool to allow a child to use unsupervised, and he knew that it wasn't a tool that he could replace if any accidents happened to it. Years later when my grandfather passed away I inherited his little drill. Unfortunately, as things go, somehow the process of moving things and packing/unpacking the frame of the drill was cracked. My grandfather's care with the drill became more understandable; the frame was only pot-metal, and clearly not indestructible. The maimed little drill was put away, in a place of honor, not to be used again.

As the years passed, I developed the skills my grandfather had passed on to me. I had my own shop, and I also became an accomplished handyman. As my interest in woodworking increased, I found a local woodworking club and started to attend meetings. I soon discovered that many of the craftsmen I admired depended significantly on old hand tools. I wanted to acquire the skills necessary to use the old tools, and that led to an interest in *tool collecting*. Of course, my initial interest was strictly because I needed tools for my woodworking hobby. I wasn't collecting tools . . . . these tools were required for the



woodworking functions that I wanted to perform.

I started with Stanley planes, and I became intrigued with the many specialized functions that the individual planes could perform. Of course, I had to have each of the planes, just in case I ever needed to perform one of those functions. Initially I bought only *users*, because I was going to use them. However, it started to become very tedious to recondition these planes. Reconditioning the users to a point where they could be used was a lot of work, and when I was done I had a tool that had not significantly appreciated in value, in spite of all my efforts. So I decided to upgrade my acquisition strategy to focus on better condition tools. The better condition tools required less time to tune, and would appreciate in value better, so this new acquisition strategy made perfect sense to me. Then as I searched for my better tools I happened to stumble on a couple of (affordable) really nice collectable tools. They were beautiful, but I couldn't justify them by saying that I would use them. By then, I had learned enough to know that I couldn't even tune these tools without depreciating their value. I bought them strictly to put on a shelf . . . I had become a collector. However, I also found that apart from a few lucky finds (which were the only ones I could afford), that collecting good quality Stanley planes was going to be a very expensive hobby.

By now I was attending nationally sponsored tool shows/auctions, and was beginning to become very discouraged by the prices of acceptable quality tools. Then out of the corner of my eye I spotted a little drill. It was a Yankee 1530, just like my grandfather's. I immediately paid the \$5.00 asking price without even trying to talk the dealer down. As I examined my prize, I noticed some significant differences between this one and my grandfather's drill. This drill had a cast iron frame, and the handle was a different color. I raced home to compare my new treasure to my family heirloom.

On close comparison, other differences appeared, so I set out to collect more samples . . . perhaps I would do a type study on Yankee drills . . .

I continued to search for the little Yankee drills and I soon found that they had some big brothers. The Yankee 1545 was a magnificent hand drill and the Yankee 1555 breast drill was the biggest brother (it has been described as "having more gears than an 18 wheeler"). I also found some cousins in the Yankee 1400 series and the Yankee 1003 and 1005 drill presses. Along the way, I inevitably came across some competitors. Goodell Pratt made very high quality drills, which in many ways were superior to the Yankee drills. And Millers Falls, another a high quality drill, which went head to head with the larger Yankee drills

for features. However, no other manufacturer offered the features available in the Yankee 1530, in a comparably sized drill. For me, those features and the fact that it was my grandfather's first choice, will always be the little drill's *claim to fame*.

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## Information Wanted

Mark Thompson would like to hear from anyone who may have an A&E Baldwin panel raising plane, preferably with the "D" mark but not necessary. He has one missing the fence and depth stop and would like to study one as a reference.

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## The Roundtable

The panel: Rich DeAvlia, Tom Elliot, Dave Englund, Mike Humphrey, Ted Ingraham, Pat Lasswell, and of course all members are invited to share thier knowledge and opinions.

We got some response to the questions about plow planes raised in the previous newsletters. The question was who made the first American screw arm plow plane and who made the first handled plow. Here is what we've received.

I nominate Thomas Napier of Philadelphia, who probably made his earliest screw-arm plow planes before 1800. Although he lived to 1812, it is believed he performed most of his planemaking before the turn of the century by which time he was involved in other businesses. There are records of very early screw-arm type planes in England, and Napier, who came from England\*, may have brought the idea with him.

E. W. Carpenter, of Lancaster, -another Pennsylvanian, received patents for a screw-arm plow plane in 1838. He implied in some of his plane marks that he also had a patent for the handle. Some of his plow planes have a brass piece that holds and reinforces the joint of the handle to the body. At any rate he was probably producing handled screw-arm plows in the mid 1830s.

Chuck Prine

\*I believe Napier actually came from Scotland where some of the finest hand tools were made.

Bruce

Any other candidates?



# The Trading Post

The Trading Post is a free service to all members. If you have an item you would like to sell or if your looking for a particular item mail or e-mail your request to Mark Thompson or Bruce Bradley.

Wanted: A pair of size 4 and 6 hollows and rounds by A&E Baldwin. Also any hollow or round larger than a size 20. They must be in good to excellent condition. The imprint type is not important, condition is. Please contact Bruce Bradley at 315-331-6323 or email bbradle1@rochester.rr.com

Wanted: Planes by C. R. Wells. Looking for the following hollows and rounds: Hollows 4/8 and 8/8. Round 12/8.

Also hollows and rounds imprinted John Moseley & Son / 54-55 Broad St Bloomsbury / London: Hollows 3, 10, and 15. Rounds 3, 7, and 12. Contact J.B. Cox at 6802 Nesbitt Pl., McLean, VA 22101 or 703 821 2931 or jbjocox@earthlink.net

For sale: 1" single boxed side bead by C. S. ROWELL/TROY. Condition is good with minimal wear and several chips in the boxing. Price is \$35.00 plus \$5 shipping.

For sale: 1/2" single boxed side bead by C. BLACKBURN. This imprint has been reported in Mike Humphreys' Catalog and will be in the next edition of American Wooden Planes. Condition is good+ with minimal wear. Price is \$40.00 plus \$5 shipping.

For sale: 1/4" single boxed side bead marked both BENSEN & CRANNELL / ALBANY and FROM / N. M. WARDWELL & CO / ROME. Condition is good with moderate wear and a small hang hole at the front. Price is \$25.00 plus \$5 shipping. Please contact Bruce Bradley at 315-331-6323 or email bbradle1@rochester.rr.com

For sale: 10 1/16" size 13 hollow. 18th century English with flat chamfers. Unsigned but the iron is imprinted ROBERT MOORE who's working dates are 1750-70. There is a slight warp to the plane front to back and a couple worm holes. Moderate wear. Price is \$20 plus \$5 shipping. Please contact Bruce Bradley at 315-331-6323 or email bbradle1@rochester.rr.com

For sale: Beech coffin smooth plane imprinted H. ADAMS & Co. / NEW YORK. 8 1/8" long with an Auburn Tool Co. double iron 2 1/8" wide. Very slight wear with only moderate nicks and dings. Price is \$30 plus \$5 shipping. Please contact Bruce Bradley at 315-331-6323 or email bbradle1@rochester.rr.com

Reformed collector selling off Stanley. 1) Stanley 51/52 chute board and plane, complete with holddown, indexing pin & 3/8 locknut on underside, Small chip on toe of plane & handle shaved by previous owner. \$1275 + s/h.

2) Stanley #21 transitional type 5. Rarest of all transitional planes, equal to #1. Condition 80%. Asking \$225 + s/h. Contact Mark @ woodenpln@aol.com or club's PO Box. Photos available to interested parties.

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Dear Fellow Club Members,

This is sort of an editorial/plea. Our club is geared towards member participation. I have received several letters with some information in them which I am in the process of organizing to present in an upcoming issue. We are however, running short on articles by the membership. These need not be scholarly works, although that is encouraged as well. It can be a tool story or a tale of learning something that you'd like to share, an interesting story you'd tell at a club meeting. Remember that we are all in different local clubs and I have not made any RMTC meetings, living in NJ as I do. That does not mean you should not expect me to show up but odds are.....

There are lots of knowledgeable members amongst our roster. I ask that you send Bruce something to add under your name for the next newsletter or the one after that. With any luck, my next article will be put off until September of 2002 due to space constraints.

Mark

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## Up-coming Events

September 14 & 15-Live Free Or Die Auction. Nashua, NH

October 19 & 20-Brown's annual Auction and dealer sale. Harrisburg, PA

If you know of an event that should be listed here please contact Bruce Bradley.

Joint meeting of the Rocky Mountain Tool Collectors and The Society For The Preservation And Study of American Wooden Planes. July 8, 12:00-5:00 P.M. at 6318 Jay Road, Boulder, CO. Members are encouraged to bring a display. The meeting will have buy/sell tables. All tools for sale must be priced before being put out for sale. The program will be on rare and unusual planes.

For more information call or write Dick Dickerson, 913 Taft Ave., Cheyenne, WY 82001, 307-634-8638, email: littlenate@aol.com.

Directions from Denver, I-25 North take US 36 to Boulder, Right (east) on Jay Road north of town. I-25 South, take exit 235 CO rte 52 west, turn south on CO 119, turn left (east) on Jay Road. The house is on the right. Look for RMTC signs.



## From the Editor

Recently I was cleaning a plane that I bought some time ago and that brought to mind a couple thoughts I would like to share here. How much cleaning is appropriate? I can hear all of your brains buzzing as I write this. This has and probably always will be a topic for debate as we all have our own personal preferences and what looks good to one collector won't appeal to another. A few people new to the world of plane collecting have asked me how they should clean their planes (I guess they think mine look OK). The advice I give today is not the same as I probably would have given ten to fifteen years ago as I do less cleaning now than then. As the club name suggests, we are interested in preserving, not just collecting. Aside from cleaning off any dirt and dust from the wood with a soft cloth and removing rust from the metal parts (I use the electrolysis method which I will publish elsewhere in this newsletter) my advice is to do as little as possible. This is not to say that I don't use chemicals when necessary. I have bought planes that some previous owner (or misguided antique dealer) has varnished or polyurethaned and use of a chemical stripper is the only way to remove this. If your unsure how to clean a tool it's always possible to do something at a later date but you may not be able to undo something you do today. Experiment with different methods on some otherwise valueless tools such as severely damaged or very common items. If you're not sure of the value of an item that you want to clean, either monetarily or historically, get an opinion (there are a lot of us who like to give our opinions) from someone more knowledgeable. You can of course pose that and any other question to our panel in the Roundtable.

There are two books that come to mind which may help you with questions about what and how to clean tools. They are **RESTORING, TUNING & USING CLASSIC WOODWORKING TOOLS** by Michael Dunbar, Sterling Publishing Co., Inc. NY and **RESTORING ANTIQUE TOOLS** by Herbert P. Kean, Sparkler Press, Morristown, NJ. Both books are available through some of our advertisers. I am not necessarily endorsing or recommending all of the processes mentioned in these books but I believe there is definately some useful information and tips in both.

My own philosophy in a nutshell is to restore/clean to the point that I would want the condition of the tool to be in if I was a woodworker 150 years ago and the tool was going to be used in my shop.

Often molding planes have broken wedges. If

I make a new wedge I always retain the original. I will not possess these tools forever and maybe the next owner would prefer the original broken wedge to my new replacement. There are those tools most would agree deserve more than just a "dusting off" such as boxwood or rosewood plow planes. These planes, I believe, were meant to be showy as well as functional but overcleaning even these can lessen their value and leave them in a state that is unnatural and far from original. We all like to find pristine examples of old tools. Like every other antique, condition is everything. And like other antiques, an old original finish is far more valuable than something that has been refinished (ever watch Antiques Road Show?). And it's not realistic to expect an object that's one or two or even three hundred years old to look like new, especially tools.

Having said all this it probably sound like I have a collection of filthy dirty tools-I don't. I do clean to varying extents most tools that I bring into my home, unless I've bought from another collector who's already cleaned the object. One chemical cleaner I use is Parks Furniture Refinisher. I pour some in a coffee can and dip a paper towel into the cleaner then gently wipe the object to be cleaned. It generally leaves the color of the wood intact while removing the dirt and grime. Also, some of the planes I have bought have been extremely dry and a coating of tung oil helps to tighten up the cracks and gives the wood some color. But this is only done if the wood is in need of help and if someone knows of a better treatment I would be glad to hear of it. I suppose wood requires different treatments depending on the climate in your area, that is high or low humidity.

The advice I received years ago that I'll pass along is: We only possess these objects for a short time, preserving them for future generations. Don't do what can't be undone.

Bruce

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## The Forum

If any of you have or know of planes with the following makers marks we'd like to hear about it:

M. CARR, S. FELCH, C. SHEPARD, I. BARNES, J. MILLER/CENTERBERG

Information regarding S. Felch and J. Miller will be published in the next newsletter.

Anyone interested in assisting doing research on New York City planemakers please contact Mark Thompson or Bruce Bradley. This will be an ongoing project with no deadline at this time.



# Electrolysis Method of Derusting Tools

1. Fill a plastic or glass container with water. Do not use a metal container. (I use a plastic tall kitchen garbage can.)
2. Add one heaping tablespoon of common household lye for each quart of water. Baking soda can be used instead of lye and is safer. (I fill the tall kitchen garbage can to about three inches from the top with water and pour in a half box of baking soda)
3. Using a 6 or 12 volt battery charger, attach a length of wire (I use lamp cord) to each of the leads. Attach the wire from the positive (red) lead to a piece of stainless steel, such as a spoon.
4. Attach the wire from the negative (black) lead to the item to be derusted. Place both the stainless steel item and the tool to be derusted in the solution. Be sure to keep the leads from the battery charger out of the water and don't allow the two items to touch.
5. Turn the charger on. Active bubbling should soon rise from the tool to be cleaned. It may be necessary to move the stainless steel object in relation to the tool to get the desired action.
6. A molding plane iron usually takes about an hour to derust, depending on how badly rusted it is. The larger the object to be derusted the longer it takes. A saw blade may take 6 hours or longer. It is not possible to overdo it so don't worry about leaving an object in for too long.
7. When the tool has been treated, turn the charger off and remove the tool. Flush the tool with water and scrub it with a plastic scrub brush. Then dry thoroughly.
8. Scrub with 4-0 steel wool. It is recommended that some sort of oil or wax be applied to the tool at this point as it will immediately begin to rust.

**CAUTION:** If lye is used wear eye protection to avoid the vapors. Also do not breathe the vapors. For these reasons I use baking soda. I have not tried using lye but have heard the results are the same.

**Note:** If the tool is heavily pitted it may be best not to use this method as the tool will show the pits more after cleaning. Tools with non-detachable wooden parts may be immersed for short periods of time but should be dried immediately (in an oven, but not for too long). Any finish on the wooden parts will probably be removed from being wet and careful consideration should be given before immersing any wooden parts. I have derusted "T" augers where the handles were not removable with this method and after thoroughly drying have applied tung oil to both metal and wood.

This process may sound a bit complicated at first but it's really quite simple and effective after you've done it a few times. Please write or email me with any questions or concerns using this process.

Bruce

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## Our Web Site

Check out our web site at: [www.woodenplane.org](http://www.woodenplane.org)

There is a lot of good information here including close-up views of known Baldwin imprints, some other rare maker's imprints, general Society information, up-coming events, and lots of other good stuff. Well worth a look.

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## Eastern Regional Meeting

An Eastern regional meeting is being planned for the fall of 2001, probably after Brown's auction in October. The location will possibly be Binghamton, NY. More information will be available in the September newsletter.

## VPs Wanted

With the responsibility of editing this newsletter and other responsibilities I have Mark Thompson and I have agreed we need another member to take over the activities of the Eastern zone vice president. We are also still looking for a vice president for the Pacific zone. At this time the duties of the regional vps are to arrange regional meetings and to discuss club business with the other officers on a somewhat monthly basis. It's not a lot of work but would relieve some of the burden from the current officers.

Here's an opportunity to get involved and shape the direction of this club. Please give it some serious consideration.



# Right out of the Chest

Human nature is strange sometimes. Of course the pursuit of tool collecting, with lots of people running around trying to find the most and best tools, is strange enough. But I am thinking of another quirk of human nature here, and that is why tool collectors must clean their tools as soon as they get them. When most collectors find a new tool for their collection the first thing they usually do is scrub it up, clean off any signs of wear, and try to make it look new again. It is similar to when a person is about to sit down in a chair, they have to move it. Maybe just a little but they have to move it. It seems to me that most tool collectors just have to make some mark on their tools even if it is just to clean them. I was at an antique auction recently that had three beautiful Windsor chairs that had obviously been part of a set. Two chairs had been stripped and refinished; one had just come out of the attic. The attic find was covered with grungy dark green paint that had been worn away in many places. The pair of "nice" looking chairs sold for \$600 while the one found in the attic went for \$4000, more than ten times as much. It is not that people who collect antique furniture don't want clean furniture, but that they consider elements such as the original paint and the type of original ware to be as important as the structure itself. So much antique furniture has been stripped down and refinished that not much is left in its original state. The relatively few remaining pieces of furniture that look the way antique furniture should look command huge sums. I am afraid the same thing may have happened to tool collections. In my opinion, when you find a new tool for your collection before you attempt to make it look pristine you should take a good look at it. What story is told by the surface just the way it is? The person who originally used that tool probably went through a long apprenticeship. Are you going to remove signs that show how this tool was used properly? Are you going to remove signs of life as a cooper, cabinet maker or shipbuilder in the 18th or 19th century? Who knows? What I am sure of is that you are removing something from the tool. You are changing the antique surface to a modern surface. In a way you have created a partly modern tool. This goes to the very heart of why someone collects tools. Most people I know collect them first for their beauty, an intrinsic something a tool is given when form and function are combined with hundreds of years of craftsmanship. Some collect the amazing examples of ingenuity that great inventors honed into their

marvels or some collect examples of history that tell a story of how technology has changed though time. However, all these collections would be better served with tools preserved as they were found and not polished up.

Mike Humphrey is a major tool collector and the premiere dealer for 18th and early 19th century planes. He carefully describes each object he has for sale, noting cleaned and oiled tools and charging a premium for ones that have not been touched. Other dealers use similar systems. This is a real telling sign of what may be coming to the tool world. A growing sense is developing among many collectors that if you are not going to use a tool it is better not to mess with it. I know what you are thinking. What about tools you want to use or ones that have been so badly abused that something must be done? How about a Stanley with a sweetheart logo? I will save my thoughts about that for another time. In the meantime when you come across something nice think twice and then maybe even think again before you clean off what may be the most interesting and beautiful collection are the ones that look like they just came out of the chest.

Chris Bender

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## From Grime to Glory

By I. M. Faquire

As a collector I am always on the lookout for tools in mint or new condition. Of course this isn't anything unusual. The biggest problem most collectors face is that the tools you want, the nice new ones, are always the same tools the guy across the auction house aisle wants too. This is why I have over the years, like so many other collectors, had to develop a method of restoring tools in less than pristine condition to the best condition possible under the circumstances. While there are many methods and ways of restoring tools what follows is the method I use. I hope you find it of use.

The first thing I do when I get a tool is scrape off the obvious bits of dirt and draw out detailed measured drawings of the entire tool. Detailed drawings making note of materials, grain orientations and noticeable tool marks. In the process of making the drawings I will of course disassemble the entire tool which gives an opportunity to really evaluate the exact condition of the tool. Only after the drawings are complete will I start the real process of restoration. Every tool I restore presents its own challenges. In the case of an Auburn Tool plow the key bit was



finding a chunk of beech large enough to fashion an entire body. But that gets ahead of the process. The first thing I did was make new threaded arms. Not a big job considering I have done this before and now have a pretty decent collection of wood taps and dies in the popular sizes for planes. With a few hours at the turning bench I was able to duplicate the entire mechanism exactly. Then I went on to restore the rest of the plane. Duplicating the brass parts is a lot easier than it looks. I hack-sawed and roughed out the pieces in the shop. On slow weekday evenings I would file them to size while watching TV. It was time consuming but not really difficult, actually relaxing.

With the wood in hand restoring the body was straightforward but, and this is where a great set of drawings is important, it is critical to take the time to do the restoration accurately. I spent a lot of time restoring the chamfers and details that make the plane so wonderful to look at. And the crisp restored lines look fabulous. The hardest part of the plane to restore is cutting the mortise for the wedge. I should at this point recommend John Whelans' excellent book on plane making, the

techniques he describes come in handy with this method of restoring. With that done, making a new wedge is easy. Plow plane blades are a bit difficult to make, simply because of the amount of metal that has to be filed but it's worth it. When I first started restoring I was tempted to use the original blade to save a little work but I feel that having one used blade in a set of pristine new blades looks incongruous so now I duplicate the entire set of irons. I think total replacement also applies to the wood because the old parts simply will not match the newness and crispness of the restored parts.

The last thing I do is restore the stamp on the front of the plane. This is done very simply by taking a silicon impression of the original, making a wax cast of that, and having a investment cast steel stamp made. If the old mark is worn (it wasn't on this plane) I usually touch up the stamp with a file to restore the original crispness of the mark.

At this point I'm done. All that remains is sawing up the old unrestored original plane parts to keep the makers' count accurate and show off the restored version to my friends. (just kidding)

---

## Hear Ye , Hear Ye !

You are hearby cordially invited to participate in the  
First Annual International Meeting & Dinner Of

### The Society for the Preservation & Study of American Wooden Planes

October 19, 2001 will be the first annual meeting for our new organization. As with our introduction, it will be held in Harrisburg, Pa. to coincide with the Brown's Auction & Sale.. Our meetng will be held Friday evening, beginning 30 minutes after the Dealer's Show closes. Attire will be casual. Conversation will be tools & lively. Food will be plentiful & good.

The meeting will be brief & before the main course is served. We will introduce the board, handle some small business matters & provide copies of the By-Laws to those who want a copy. Voting will be by volume on officers & the By-Laws. We will also be recruiting for several open positions that exist in the club.

Dinner will be \$25.00 for members who have reserved 2 weeks prior to the the event. Non-members will be \$40.00 which will include a year's membership. At the door or after the 2 week deadline, memebbers will be charged \$35.00, non-members, \$50.00. **This reflects our costs. This is not a fund raising event.** I also stress that the cost of dinner with the club is the minimum you would spend at a resturant that you would walk into in a strange town. Drinks are available at an additional cost.

Those wishing to attend are urged to reserve early so we can make arrangements as soon as possible. As you can see from the above fee schedule, those who delay will pay a premium for no real gain. This is the policy of the hotel who will have to scramble to feed an extra mouth, not something we dreamed up to rush you.

To reserve your place, simply send a check or money order payable to Mark Thompson for \$25.00 if you are already a member, \$40.00 for non members (to include membership until December of 2002) to:

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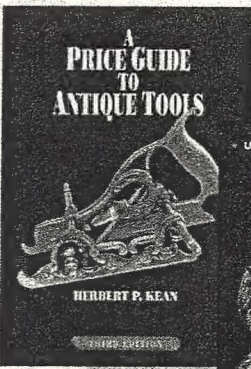

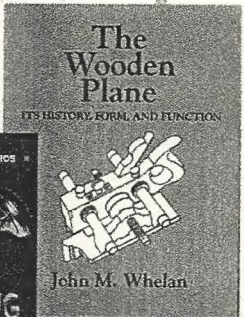
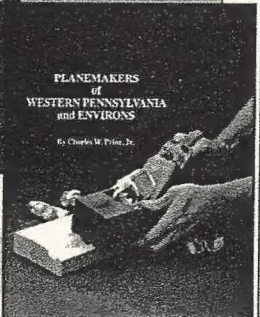
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